

# Welcome to Governor's Highway Safety Program



**Vermont Agency of Transportation  
Governor's Highway Safety Program**

**2017 Law Enforcement Grants  
Application Training &  
Webinars**

**March 29th– April 7th  
2016**

# Governor's Highway Safety Program

- Housed in Agency of Transportation (VTrans)
- Awards and administers Federal Highway Safety grant funds to Local, State, and not-for-profit Agencies.
- Purpose: To improve highway safety and reduce deaths and serious injuries due to crashes.

# Goals of Applicant Workshops

- Allows Governor's Highway Safety a chance to meet Agencies
- Improve quality of applications
- Provides means to strengthen grant mission
- Forum to answer application questions from grantees
- Allows GHSP to announce changes in federal or state grant requirements for the coming year



# NHTSA Mission

# Vermont's Mission

- Prevent crashes, injuries, and fatalities on the Nation's roadways; reduce the economic costs associated with traffic crashes



## Toward Zero Deaths



# Motor Vehicle Crash Deaths - Costly but Preventable

## VERMONT



**\$1 Million**

**Medical costs**

**+**

**\$85 Million**

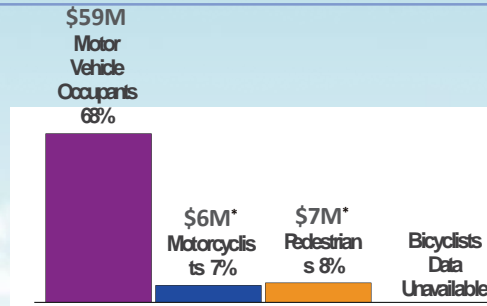
Work loss costs

**=**

**\$86 Million**

Total cost of crash-related deaths in Vermont in one year.

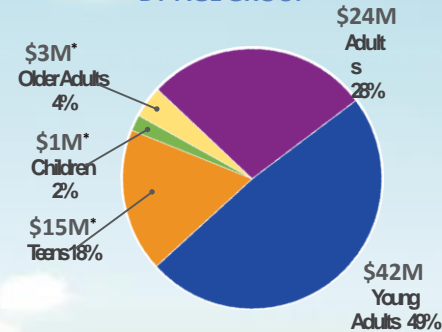
### BY TYPE OF ROAD USER



In Vermont, \$14 million\* (17%) were categorized as "other/unspecified."

\*Cost is based on fewer than 20 deaths and may be unstable.

### BY AGE GROUP



Children: 0-14, Teens: 15-19, Young Adults: 20-34, Adults: 35-64, Older Adults: 65+

\*Cost is based on fewer than 20 deaths and may be unstable.

# Why We Do What We Do



# Governor's Highway Safety Program

- Law Enforcement Grants
  - Occupant Protection
  - DUI
- Education Grants
- Equipment Grants
- Impaired Driving Programs
- Traffic Records Systems



# Enforcement Grants Program

Priorities = Leading Crash Factors

- Impaired driving (alcohol plus drugs)
- Occupant protection (Unrestrained or misuse of safety belts)
- Speed management
- Distracted/aggressive driving

# Occupant Protection Grant Program

**GOAL:** To reduce highway deaths and injuries resulting from riding unrestrained or improperly restrained in motor vehicles.

Reduce the number of major crashes involving unprotected occupants by 10%  
between 2012 - 2016

# DUI Enforcement Grant Program

**GOAL:** To reduce traffic safety problems resulting from impaired driving from alcohol, drugs or a combination of the two.

Reducing major crashes involving  
impaired driving by 10% between  
2012 - 2016



# 2017 Grant Application

**Please note this a sample application for training purposes.**

**Individual applications may vary based on agency size.**





# Purpose of the Grant Application/Agreement

- To accurately define the problems supported by data
- To establish goals and targets for the granting period
- Propose evidence-based countermeasures:  
SOLUTION
- Define activities and strategies
- List target areas for enforcement
- Establish budget
- Outline match requirements

Problems identified with data =  
Evidence based countermeasures

**Grant Application and (if approved) Grant Agreement**  
**Vermont Agency of Transportation, Governor's Highway Safety Program**  
**FY 2017 STATE AND COMMUNITY HIGHWAY SAFETY GRANTS**

**Section A: Applicant Information For municipalities, Applicant is the Town/ City/ Village**  
**Contracting Agency/Applicant: \_\_\_\_**

Federal Tax ID Number: \_\_\_\_ Federal DUNS Number: \_\_\_\_

**Authorizing Official's Name: (Signature Authority) \_\_\_\_**

Title: \_\_\_\_

Address: \_\_\_\_

Town/City/Village: \_\_\_\_ County: \_\_\_\_ State: \_\_\_\_ Zip

Code: \_\_\_\_

Telephone #: \_\_\_\_ Fax #: \_\_\_\_

E-mail: \_\_\_\_

**Project Director/Coordinator: (POC) (cannot be the same as Authorizing Official or Fiscal Officer)**

Name: \_\_\_\_

Title: \_\_\_\_

Address: \_\_\_\_

Town/City/Village: \_\_\_\_ State: \_\_\_\_ Zip Code: \_\_\_\_

Telephone #: \_\_\_\_ Fax #: \_\_\_\_

E-mail: \_\_\_\_

**Primary Fiscal Officer: \_\_\_\_**

Title: \_\_\_\_

Address: \_\_\_\_

mail: \_\_\_\_

Town/City: \_\_\_\_ State: \_\_\_\_ Zip Code: \_\_\_\_

Telephone #: \_\_\_\_ Fax #: \_\_\_\_ E-mail: \_\_\_\_

**Secondary Fiscal Officer: \_\_\_\_**

Title: \_\_\_\_

Telephone #: \_\_\_\_ E-

## Proposed Budget Summary

Summary of proposed Federal funding (must match costs shown in Section E, Detailed Budget).

IMPAIRED DRIVING ACTIVITY

Oct. 1, 2016 to Sept. 30, 2017

OCCUPANT PROTECTION & HIGHWAY SAFETY ACTIVITY

Oct. 1, 2016 to Sept. 30, 2017

**TOTAL REQUEST**

**Signature of Applicant's Authorized Official**

**Date**

**-- Not For Completion By Applicant/ Agency-Only Information Below This Line --**

**This Grant Application & Agreement, totaling \_\_\_\_\_ pages are:**

Granted as submitted

Modified as detailed in Attachment F, and granted as modified

Denied

Dated this \_\_\_\_ day of \_\_\_\_\_, 201\_\_, at Montpelier, Vermont

\_\_\_\_\_  
Signature of VTrans authorized official

### TO BE COMPLETED BY VT GHSP STAFF

Grant #:	
Grant period:	10/1/201_ – 9/30/201_
Approval/Start date:	
CFDA Title:	
CFDA Number:	
Program Manager:	
Local Benefit:	Yes    No

## SECTION B-1: OCCUPANT PROTECTION OVERTIME PROJECT

### PROBLEM STATEMENT: GHSP enters this data in

Motor vehicle crashes in the **United States** are a top 10 cause of death among people aged 1-54 and a leading cause of death for children. Over 30,000 people are killed in crashes each year and in 2013, resulted in \$44 billion in medical and work loss costs. Seat belt use in 2015 reached 88.5 percent, \* up from 86.7 percent in 2014; this was not a statistically significant difference.

In **Vermont**, from 2013 - 2015, nearly 75 people were killed in motor vehicle crashes due to lack of proper restraint use. Currently, 86% of Vermonters are properly restrained on a regular basis (below the national average)

The highest **unrestrained crash period** was between [hour] to [hour]. \_\_\_\_% occurred between [time] to [time] hours.

- [ ] of **unrestrained** crashes occurred on [day of week] and [day of week].

- [ ] of **unrestrained** crashes involved [gender] who were [number] to [number] years old and [number] to [number] years old.

- The highest number of **speed-related crashes** occur on [day of week] and [day of week] between [time] to [time] hours.

- Most **speed related crashes** occur in [number] mph speed limit zones.

- There were \_\_\_\_ crashes due to **distracted driving**. [ ] of these crashes occurred on [day of week] and [day of week].



## **Grant Purpose: Occupant Protection**

### **STATE GOAL(S):**

#### **Governors' Highway Safety Program (HSP FY 2016):**

**GOAL 1:** To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.3 percent from a five-year average rate of 84.7% in 2010 – 2014 to a five-year average rate of 85% by December 31, 2016.

**GOAL 2:** To decrease unrestrained passenger vehicle occupant fatalities 4.58 percent from the five-year average of 26.2 in 2010 – 2014 to a five-year average of 25.0 by December 31, 2016.

**2012-2016 SHSP:** Further reduce the number of major crashes involving unprotected occupants by 10% comparing the 5 year periods of 2007-2011 and 2012-2016. A related goal is to decrease highway deaths and serious injuries resulting from crashes involving unrestrained or not properly restrained motor vehicle occupants.

### **COUNTY/TOWN PERFORMANCE TARGET(S):**

To increase seat belt use rates, (compliance) OR, observed seat belt use of front seat occupants in passenger vehicles from current rate of \_\_\_\_ % to (plus 2 number) %.

To reduce the number of major crashes involving unprotected occupants by 2% from \_\_\_\_ to \_\_\_\_ by September 30, 2017.

## **PLANNED STRATEGIES AND ACTIVITIES**

**Enforcement Strategy 1** – Increase enforcement of and strengthen safety belt laws by:

**Enforcement Strategy 2** – Increase occupant protection enforcement as it relates to speeding, aggressive, and distracted driving:

Conduct enforcement of the Click It or Ticket (CIOT) National Campaign

**Activity 1:** The grantee will conduct high visibility enforcement of the CIOT Campaign during the May and November mobilizations, including in low-use areas specified below. The grantee is required to conduct a minimum of sixteen (16) hours for the May mobilization. \* The grantee is required to conduct a minimum of eight (8) hours for the November mobilization. \*\*

\*These hours will count towards the 32 hours required to qualify for the May equipment grant earnings.

\*\*These hours will count towards the 15 hours required to qualify for the Thanksgiving equipment grant earnings.

**Activity 2:** The grantee will conduct sustained overtime enforcement of occupant protection on a monthly basis during evening and nighttime hours in the low-use areas specified in 'Target Areas' listed below.

**Activity 3:** The grantee will increase enforcement focusing on speeding, aggressive and distracted driving in identified problem areas for at least two (2) of the following enforcement campaigns, totaling 8 hours per grant period:

- \_\_ National Teen Driver Safety Week (October)
- \_\_ National Distracted Driving Awareness Month (April): U Drive. U Text. U pay.
- \_\_ National Ride to Work Day (June): Share the Road
- \_\_ Child Passenger Safety Week (September)

## **Target Area of Enforcement**

**GHSP to INSERT PROBLEM TARGETED GEOGRAPHIC AREAS  
HERE**

Officers shall focus but not limit their work on targeted roadways/areas.



## Local Problem Identification

**APPLICANT TO WRITE NARRATIVE HERE** – To address local issues/ problems that the data has not identified.

Please indicate factors (i.e. human, environmental, vehicle) which contribute to specific safety or usage challenges in your efforts to improve occupant protection.

In addition to the target areas above, what (if any) other roadways or specific areas has your agency identified as problem locations. What strategies/countermeasures will you use to address your identified problem areas(s)

**Target Area: Education and Outreach** - NOTE: The activities listed below will be **in-kind** and costs incurred will not be reimbursed.

**Activity 5:** The grantee will disseminate consistent messaging on public communications platforms (i.e. LEA website, list serves, FB page) to at least 2 partner groups (EMS and/or community, such as local school or Town Office website). Implementing education and outreach programs promoting increased safety belt usage and proper use and installation of child safety restraints

**Activity 6:** The grantee shall conduct and document at least TWO (2) public outreach and community education activities promoting seat-belt usage and/or related to speed management, aggressive driving and distracted driving, totaling a minimum of **8** hours per grant year.

Widely distribute printed materials at a community sports venue, fair, school event and/or other community or business events

Participate in a local child passenger safety inspection station and/or clinic

Participate in a school-based occupant protection activity which may include a *Parents Night* or drivers' education class...

**NOTE:** These activities will be in-kind and costs incurred will not be reimbursed.

## SECTION B-2: IMPAIRED DRIVING OVERTIME PROJECT

Local impaired driver major crashes 2010 - 2014: \_\_\_\_

### PROBLEM STATEMENT/IDENTIFICATION:

In 2012 more than 10,000 people in the **US** died in alcohol-impaired driving crashes—one every 51 minutes. Drunk driving is often a symptom of a larger problem, alcohol misuse and abuse. According to NHTSA, in 2013 drugs were present in 40% of the fatally-injured drivers with a known test result almost the same level as alcohol.

In **Vermont**, the most recent 5-year crash data for the period of 2011 to 2015 illustrates that impaired crashes account for one third (33.2 %) of all fatal crashes and nearly one in five (17.7%) incapacitating injury crashes. On average, impaired driving of Vermont drivers results in 18 fatal crashes per year and 47 incapacitating injury crashes each year. Crash data for your jurisdiction from 2010 – 2014 illustrates the following:

- The highest **DUI-related crash period** was between [hour] to [hour]. \_\_\_\_% occurred during that timeframe.
- [%] of DUI crashes occurred on [day of week] and [day of week].
- Most DUI related crashes occur in [number] mph speed limit zones.
- \_\_\_\_ % of DUI-related injury and fatal crashes involving speed.

## **Grant Purpose, Goals and Projected Local Outcomes – Impaired Driving Project:**

This Highway Safety grant encourages State grantees to adopt and implement effective programs to reduce traffic safety problems that result from individuals driving motor vehicles while under the influence of alcohol, drugs, or the combination of alcohol and drugs.

### **STATE GOAL:**

#### **Governors' Highway Safety Program (HSP FY 2016):**

GOAL: To decrease alcohol-impaired driving fatalities 0.61 percent from the five-year average of 16.4 in 2010-2014 to a five-year average of 16.5 by December 31, 2016.

**2012-2016 SHSP** ambitiously sets a goal of reducing major crashes involving impaired driving by 10% by 2016. A related goal is to decrease motor vehicle impaired driving fatalities and serious injuries sustained in major crashes.

### **COUNTY/TOWN PERFORMANCE TARGET(S):**

- To reduce the number of impaired driving-related crashes from the five-year average of \_\_\_\_ by 3% or \_\_\_\_ crashes by September 30, 2017.



## PLANNED STRATEGIES AND ACTIVITIES

The following specifies the strategies and activities that you will plan and perform to help achieve outcome(s) stated above for your jurisdiction. ***The activities support the identified strategy and specify what you agree to perform or deliver for this grant award.***

**Enforcement Strategy 1** – Continue implementing programs for impairment analysis by:  
Conduct enforcement of the NHTSA high visibility impaired driving enforcement campaigns *Drive Sober or Get Pulled Over*

**Activity 1:** Grantee will participate in both the Labor Day and Winter (holiday) national mobilizations. The grantee is required to conduct a minimum of sixteen (16 ) hours for the Labor Day mobilization. \* The grantee is required to conduct a minimum of sixteen (16) hours for the Winter (holiday) mobilization. \*\*

\*These hours will count towards the 32 hours required to qualify for the Labor Day equipment grant earnings.

\*\*These hours will count towards the 32 hours required to qualify for the Winter (holiday) equipment grant earnings.

Grantees are encouraged to publicize these mobilizations through paid or earned media.

**Enforcement Strategy 2** – Enforce penalties for impaired driving by:  
Continuing/increasing sustained high visibility law enforcement during high crash periods and in targeted problem areas.



**Activity 2:** Grantee will conduct enforcement on a monthly basis during weekends, evening and nighttime hours in impaired driving high crash areas specified (below).

**Activity 3:** The grantee will increase sustained overtime enforcement of DUI throughout its jurisdiction, with special emphasis on identified high crash areas.

**Continuing/increasing ongoing enforcement on holidays and special events in targeted problem areas.**

**Activity 4: Grantee will conduct enforcement for a minimum of TWO (2) of the following holidays/holiday season(s)/special events, at a minimum of 8 hours per grant year.**

<b>Oct. 31<sup>st</sup>:</b>	Halloween Drunk Driving Prevention: Buzzed Driving is Drunk Driving
<b>Nov. 25-Dec11:</b>	Pre-Holiday Season: Buzzed Driving is Drunk Driving
<b>December 14<sup>th</sup> :</b>	Jan 1 <sup>st</sup> : Holiday Driving: Drive Sober or Get Pulled Over
<b>Feb. 5<sup>th</sup>:</b>	Super Bowl 51: Fans Don't Let Fans Drive Drunk
<b>March 17<sup>th</sup>:</b>	St. Patrick's Day: Buzzed Driving is Drunk Driving
<b>May:</b>	School Prom (secondary school)
<b>May 5:</b>	Cinco de Mayo
<b>May 29<sup>th</sup>:</b>	Memorial Day
<b>June:</b>	Graduation (secondary school)
<b>July 4<sup>th</sup>:</b>	Fourth of July Holiday: Drive Sober or Get Pulled Over
<b>Winter:</b>	School Winter Ball
<b>Fall:</b>	School Homecoming

## **Target Area: High visibility enforcement**

Beginning with start-date approval, Agency Officers will conduct sustained and periodic impaired driving **overtime** enforcement as detailed above, through September 30, 2017. Enforcement strategies shall include the following measures: high visibility sobriety checkpoints, high visibility saturation patrols, roving patrols, directed patrols, and enforcement zones on targeted roadways/problem locations listed below:

**Officers shall focus but not limit their work on targeted roadways/areas listed in the agency's grant proposal which were selected based on crash data.**

**GHSP to INSERT PROBLEM TARGETED GEOGRAPHIC AREAS HERE**



## **Local Problem Identification – DUI ENFORCEMENT**

**APPLICANT TO WRITE NARRATIVE HERE** – To address local issues/ problems that the data has not identified.

Please indicate factors (i.e. human, environmental, vehicle) which contribute to specific safety or usage challenges in your efforts to improve impaired driving issues.

In addition to the target areas above, what (if any) other roadways or specific areas has your agency identified as problem locations. What strategies/countermeasures will you use to address your identified problem areas(s)

**Target Area: Education and Outreach - NOTE: The activity listed below will be in-kind and costs incurred will not be reimbursed.**

**Educational Strategy 1: Improve public awareness and education of the dangers associated with impaired driving and pertinent laws by:**

**Activity 5:** The grantee will perform educational on-site activities during 2 or more events from the outreach campaigns listed below, for a minimum of 8 hours per grant period.

**Sports Marketing Campaign:**

Vermont Lake Monsters Baseball (Chittenden)  
University of Vermont Hockey (Chittenden)  
University of Vermont Basketball (Chittenden)  
Bear Ridge Speedway (Bradford)  
Devils Bowl Speedway (Fair Haven)  
Thunder Road International Speedway (Barre)  
Other community or local school sports activity

**Local Community Events/Fairs Campaign:** Grantee will create and/or implement an interactive contest or demonstration with age-appropriate campaign messaging.

Bennington Battle Day  
Franklin County Field Days  
Addison County Field Days  
Champlain/ Orleans / Rutland County Fairs  
Champlain Valley Fair  
Tunbridge World's Fair  
Other county fair to be identified  
Car shows (specify)  
Other community or local school event

## Budget – Required Elements

### Key Elements of the Grant Application

- Provide enough resources relative to scope of project (appropriate to grant needs)
- Use previous experience to determine appropriate costs
- Prioritize activities to maximize impact of resources
- **Costs must be necessary, reasonable and allowable!**

# Budget – Required Elements

## Key Elements of the Grant Application

**Section E-1: Detailed Budget: Occupant Protection** -- Indicate costs required to accomplish all activities and strategies identified in Section D. All costs shall be reasonable, necessary and allowable and should fall into the cost categories below: The budget amount should include all hours, including task force hours, for the entire fiscal year. There is a 25% Match requirement on all Occupant Protection grant funding.

### For Travel/Mileage: Please select Option A or Option B:

\_\_\_ **Option A:** Patrol hours will be applied toward match. Activity sheet will auto calculate the dollar amount and no further documentation for match is required. NO MILEAGE can be reimbursed with this option.

\_\_\_ **Option B:** Mileage costs can be requested and reimbursed. Match must be calculated and documented on match form to be issued with financial workbooks. *Please estimate your total mileage budget for the grant period and enter.*

GHSP 2017 Project Application Cost Estimator - Occupant Protection					
	Estimated Number of Hours	Estimated Hourly Cost (including benefits)	Total Personnel Estimate	Estimated Miles - *IF applicable	Times Rate .54 per mile
Officer Enforcement	___	___	___	___	___
Dispatch	___	___	___		
		Subtotal:	___	Subtotal	___
				OP TOTAL	___



# Budget – Required Elements

## Key Elements of the Grant Application

**Section E-2: Detailed Budget: DUI--** Indicate costs required to accomplish all activities and strategies identified in Section D. All costs shall be reasonable, necessary and allowable and should fall into the cost categories below: : The budget amount should include all hours, including task force hours, for the entire fiscal year. No match funding required from agencies for the DUI grants.

**Travel/Mileage:** *Law enforcement agencies may request mileage reimbursement in this category. Please estimate your total mileage budget for the grant period. Please review your previous year activity, if applicable, to estimate this cost or contact your Program Coordinator for assistance.*

GHSP 2017 Project Application Cost Estimator - DUI Enforcement						
	Estimated Number of Hours	Estimated Hourly Cost (including benefits)	Total Personnel Estimate		Estimated Miles	Times Rate .54 per mile
Officer Enforcement	—	—	—		—	—
Dispatch	—	—	—		—	—
		Subtotal:	—		Subtotal	—
					DUI TOTAL	—

# Progress & Activity Reports

## Reporting and Monitoring

Specifics of the financial reporting and requirements will be covered in application trainings in August.

### Monthly Reports:

- Supervisor's Report
- Activity and time sheets
- Financial report
- Payroll report

# Grant Selection Process

- Evaluate data and critical emphasis areas of each applicant
- Rank/score application based on need
- Review Budget
- Evaluate and consider past performance, spending, reporting accuracy and timeliness

# 2017 Grants Application

**Due May 21st, 2017  
by 5:00 PM**

**Please submit as a single document  
via email to:**

**[AOT.GHSPGrantsLE@vermont.gov](mailto:AOT.GHSPGrantsLE@vermont.gov)**



# Timeline Summary

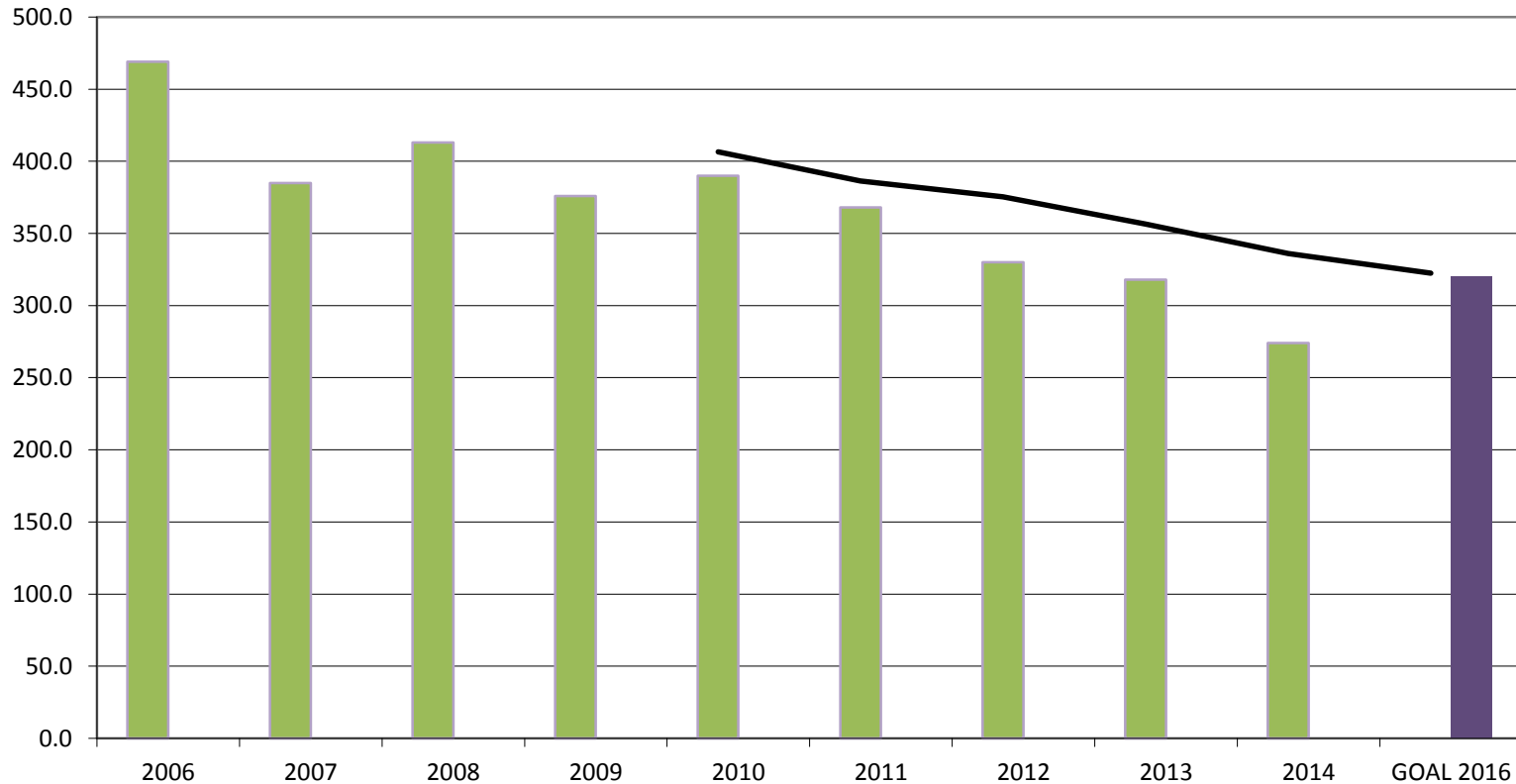
## Grant Selection Process

### 2017 GRANTS TIMELINE – LEA Grants

<b>Grant application training (required):</b>	<b>March 29 – April 7, 2016</b>
<b>Applications emailed to applicant between:</b>	<b>April 1 – 29, 2016</b>
<b>Completed applications due to GHSP:</b>	<b>May 21, 2016</b>
<b>Approved agreement to grantee:</b>	<b>by August 1, 2016</b>
<b>Financial Trainings :</b>	<b>August 2016</b>
<b>Grant funding period:</b>	<b><i>October 1, 2016 – September 30, 2017</i></b>

# Traffic Injuries

Vermont Serious Traffic Injuries



GOAL

5 Year Moving Average

# Fatalities

Vermont Traffic Fatalities



GOAL 5 Year Moving Average

# Help

Grant Questions:

Evelyn McFarlane - 802-595-4661

Data/Map Questions:

Mandy White - 802-595-9341

[Law Enforcement Grant Coordinator](#)  
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# Thank You!

## The Governors Highway Safety Program

